

Enck, Judith

From: Filippelli, John
Sent: Friday, January 31, 2014 11:43 AM
To: Enck, Judith
Subject: Shale Oil Project -- Albany

Judith,

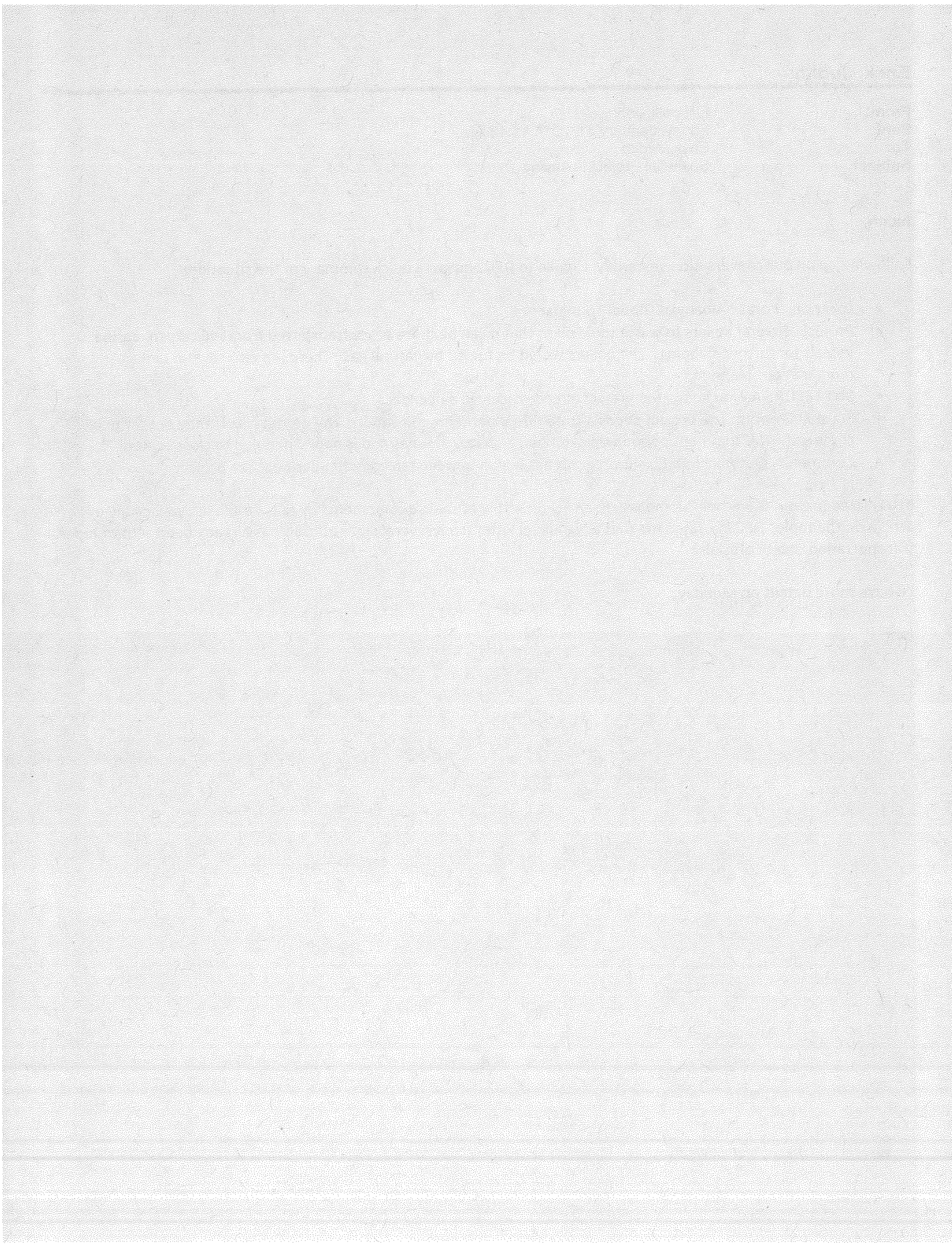
Following up on our conversation yesterday, I spoke to DEC and got a quick summary of the situation:

- Location: Port of Albany at Global Terminal
- Project: Several boilers to warm shale oil so that it can be more easily transferred from rail cars to marine vessels for further shipping. The boilers would be fueled by natural gas. There are also several tank modifications planned.
- State SEQR: As you know, the project already received a neg. dec.
- State Air Permit: The project needs a state title V permit modification. The permit is currently out for public comment. The comment period was extended a couple of times and is now scheduled to close in April.
- Community Outreach: DEC's Air program has begun outreach to communities near the project.

In a related matter, Governor Cuomo issued an EO on safety of shale oil shipments by rail. I e-mailed you a copy of an article on the topic. DEC informed me that a high-level letter from several state officials has already been sent to federal transportation/safety officials.

I'll have more details on Monday.

John



Enck, Judith

From: Carrea, Steve
Sent: Thursday, March 13, 2014 3:43 PM
To: LaPosta, Dore; Balla, Richard; Bellow, Bonnie; Schaaf, Eric; Villatora, Liliana; Mugdan, Walter; Mosher, Eric; Shore, Berry; McGarry, Barbara; Kushwara, John; Gonzalez, Eduardo; Enck, Judith
Subject: Crude Oil Workgroup - Meeting Followup
Attachments: Federal Jurisdiction.pdf; Orders.pdf; Regional Response Team Spring 2014 Meeting.pdf

To All:

Below are the action items from the first meeting yesterday. Please let me know if I left anyone out.

Yesterday, we established the crude oil workgroup. It will be chaired by Eric Mosher.

Below are the action items we discussed:

1. SPCC Rule – Please provide Judith with a fact sheet or map of the larger facilities that are subject to the rule and any other facilities of interest (Eric Mosher)
2. Exercises – unannounced government-led and industry-led exercises planned for this year. Please provide details when available (Eric Mosher)
3. Global Terminal – review TV permit and discuss EPA participation in public comment period (John/Dore)
4. Buckeye Terminal – DECA to inspect (Dore)
5. Permit status – check status for Buckeye and Global in New Windsor (John)
6. Air monitoring – start conversation w/ DEC for VOC or other specialized air toxics monitoring near the Port of Albany (John)
7. Lawsuit against EPA and coast guard – need to monitor (Eric S)
8. DIAL testing – how to verify self reporting (Dore)

Other:

9. Environmental sensitivity index – needs to be updated (15 yrs old) by NOAA
10. NY/NJ Regional Response Team Spring Meeting on April 9-10 (see attachment)

Other material attached. |

NYTimes article: <http://www.nytimes.com/2014/02/28/business/energy-environment/bakkan-crude-rolling-through-albany.html>

Steve Carrea
212-637-3498



EXECUTIVE ORDER AND DIRECTIVE 14-02

Issued by
ALBANY COUNTY EXECUTIVE DANIEL McCOY

Whereas, the Crude Oil produced in the Bakken region is extremely volatile and flammable and therefore more dangerous to ship by rail; and

Whereas, on average, 240 rail tank cars carrying approximately 85,000 barrels of Bakken Crude Oil passes through the County on the CSX rail lines; and

Whereas, many, if not most of these tank cars that carry the Bakken crude are inferior DOT-111 tank cars that are ill designed to protect against this highly volatile and incendiary Crude Oil from exploding in the event of a derailment; which tragically occurred when 47 people lost their lives as the result of a derailment of a Bakken region crude oil shipment, in Lac-Megantic, Canada;

Whereas, it is probable that such accidents will continue to occur as evidenced by a recent derailment of tank cars in the Selkirk Rail Yards, and since approximately 20% of all Bakken oil is shipped through Albany County; I find it necessary to diligently and sufficiently examine and investigate this matter and the potential impact a large scale disaster will have on the health, safety and lives of the people of Albany County;

Whereas, I find it further necessary to reexamine any and all emergency preparedness plans in place in Albany County and modify such plans as necessary to compensate for the dramatic increase in crude oil being shipped through Albany County;

Whereas, Global Companies has submitted a permit application to the New York State Department of Environmental Conservation ("DEC") that, if approved, would allow the company to heat petroleum products (crude oil, residual fuel and bio-fuels) with seven new boilers to enable it to process Crude Oil at the Port of Albany, including Tar Sand Oil;

Whereas, volatile organic compounds are emitted into the air when Crude Oil, including Tar Sands Crude Oil, is heated;

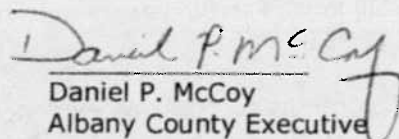
Whereas, given the lack of knowledge on the health risks related to releasing volatile organic compounds into the air through the heating of Crude Oil, including Tar Sands Crude Oil, I find it necessary to diligently and sufficiently examine and investigate

this matter and the potential impact said heating and transporting of Crude Oil will have on the health and safety of the people of Albany County;

THEREFORE, I, Daniel P. McCoy, Albany County Executive, by virtue of the powers vested in me pursuant to the Albany County Charter and the laws of the State of New York, HEREBY ORDER AND DIRECT THAT:

- (1) The Albany County Department of Health examine, investigate and report on health threats posed to Albany County residents as a result of the request by Global Companies to expand its current activities at the Port of Albany related to the heating and transporting of Crude Oil, including Tar Sands Crude Oil.
- (2) The Albany County Department of Health work in concert with the Office of the Albany County Sheriff and all executive departments to sufficiently examine, investigate and report on the transportation of Crude Oil through Albany County and the potential impact a large scale disaster will have on the health, safety and lives of the people of Albany County, and such investigation will be undertaken with the full use of resources vested in the Office of the County Executive including the power to subpoena and compel the attendance of witnesses and the production of books, records and papers.

Dated: 12th day of March, 2014
Albany, NY


Daniel P. McCoy
Albany County Executive

DEC Title V air program to allow the company to heat petroleum products (Crude Oil, residual fuel and bio-fuels) with seven new boilers, and process Crude Oil at the Port of Albany; and

WHEREAS, the statewide missions of these agencies differ from that of the Albany County Department of Health; and

WHEREAS, the Albany County Department of Health has unique county wide public health protection obligations and broad discretionary authority to assure the public health of the citizens of Albany; and

WHEREAS, the County Executive of Albany County has issued an Executive Order directing the Albany County Department of Health to examine, investigate and report on this matter and advise on the potential for any health risk posed to Albany County residents as a result of the proposed expansion of Global Companies' current activities at the Port of Albany, and the Albany County Department of Health has begun that assessment.

NOW, THEREFORE, I find that the transportation by rail cars of Crude Oil, the proposed heating of Crude Oil, and the storage of Crude Oil at the Port of Albany could possibly create a nuisance and/or a condition detrimental to the public health and safety of the residents of Albany County; and further

I find that until the public health implications of the heating, transport and storage of Crude Oil are better understood no construction or expansion of any facility² involved in the heating, transport or storage of Crude Oil at the Port of Albany should be permitted.

NOW, THEREFORE, pursuant to the powers vested in me by New York State Public Health Law §§ 308, 1302, 1303, 1304, 1308 and Albany County Sanitary Code, Article V, § 6, and the Albany County Charter, Article IX, **I ORDER**

² "Facility or "Facilities" as used herein is defined as any physical structure or building located within Albany County that is used for operations related to the transporting or heating of Crude Oil, including Tar Sands Crude Oil.



ORDER

Issued by

JAMES CRUCETTI, MD, MPH

COMMISSIONER

ALBANY COUNTY DEPARTMENT OF HEALTH

WHEREAS, Crude Oil, including Tar Sands Crude Oil¹, is being shipped to and through the Port of Albany, New York in rail cars; and

WHEREAS, Crude Oil contains volatile organic compounds, including benzene, toluene, xylene and other organic compounds such as hydrogen sulfide that may be emitted into the air when the Crude Oil is heated as part of the process of transferring the Crude Oil from rail cars; and

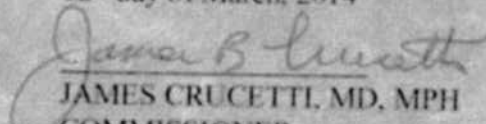
WHEREAS, pursuant to Executive Order 125, Governor Andrew M. Cuomo has directed several state agencies, including the New York State Department of Environmental Conservation ("DEC") and the New York State Department of Health ("DOH") to do a top to bottom review of safety procedures and emergency response preparedness related to rail and water shipments of Crude Oil; and

WHEREAS, the DEC is presently considering a permit application by Global Companies, which operates facilities at the Port of Albany, to modify its air permit under the

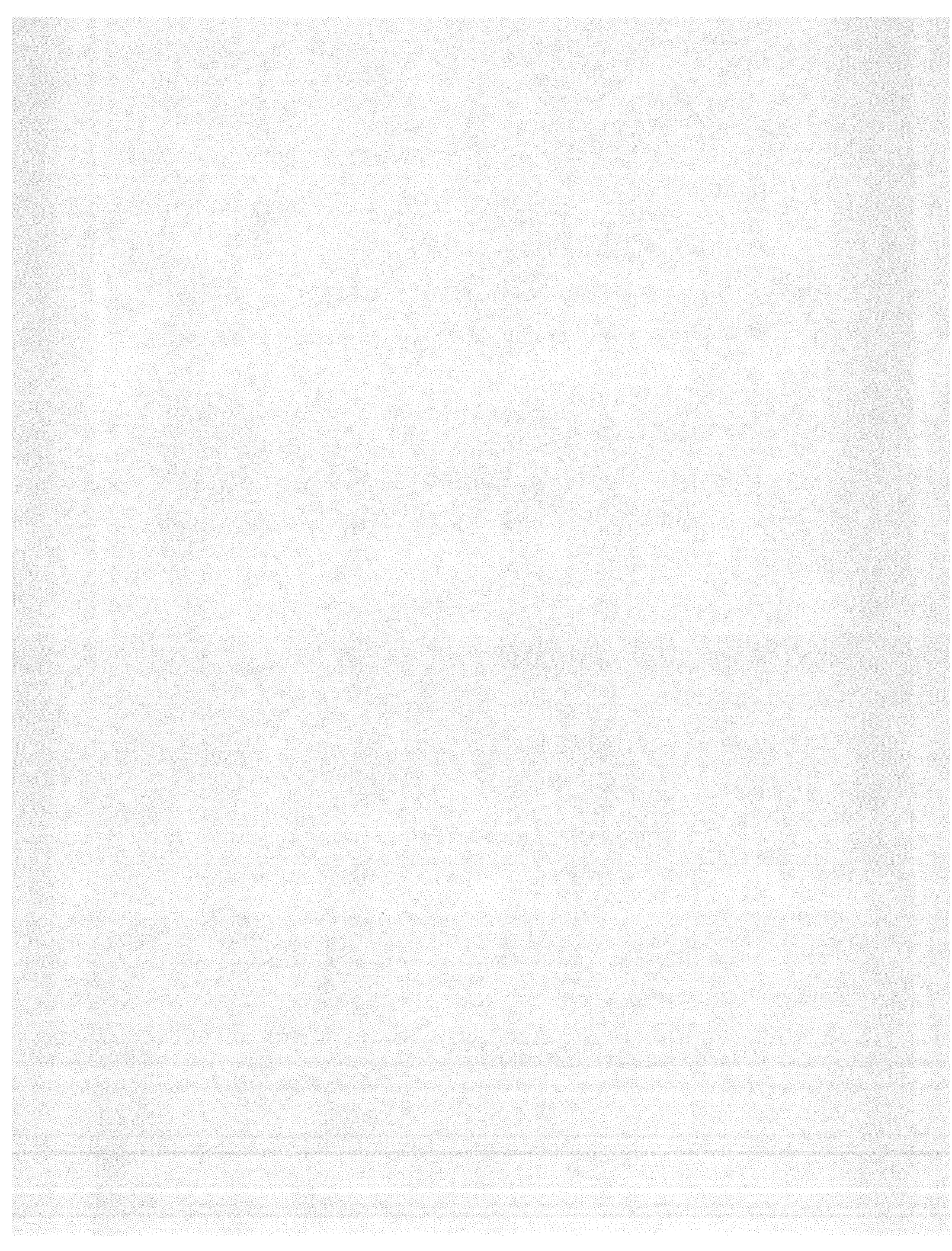
¹ "Tar Sands Crude Oil" as used herein is defined as heavy, viscous crude oil derived from sedimentary rock not recovered by conventional techniques but rather by an external energy source (e.g. heat) to mobilize the oil.

1. A moratorium on the heating of any type of Crude Oil, including Tar Sands Crude Oil, in Albany County; and
2. A moratorium on any expansion or increase in the current operations of Global Companies or the initiation of any such activities by any other company related to Crude Oil heating, including but not limited to the construction or enlargement of facilities at the Port of Albany; and
3. That these moratoria shall remain in effect until the health department determines that there has been a sufficient public health investigation to conclude, that the storage and heating of Crude Oil at the Port of Albany will not pose serious detrimental effects on the health of the residents of Albany County;
4. That nothing in this Order shall preclude any interested person or party from making an application to the Albany County Department of Health and show cause as to why they believe this moratorium should be lifted in the event that DEC approves and issues a permit to Global Companies involving the heating of Crude Oil at the Port of Albany or anywhere else in Albany County;
5. The Albany County Department of Health shall work in concert with the Office of the Albany County Sheriff and with all executive departments to sufficiently examine and investigate the transportation of Crude Oil through Albany County and the potential impact a large scale disaster will have on the health, safety and lives of the people of Albany County.

Dated: 12th day of March, 2014


JAMES CRUCETTI, MD, MPH
COMMISSIONER

ALBANY COUNTY DEPARTMENT OF HEALTH



PAUL TONKO
20TH DISTRICT, NEW YORK

COMMITTEE ON
ENERGY AND COMMERCE



Congress of the United States
House of Representatives
Washington, DC 20515-3221

2463 RAYBURN HOUSE OFFICE BUILDING
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DISTRICT OFFICES:
61 COLUMBIA STREET
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61 CHURCH STREET
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AMSTERDAM, NY 12010
(518) 843-3400

105 JAY STREET
ROOM 15
SCHENECTADY, NY 12305
(518) 374-4547

February 26, 2014

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Dear Secretary Foxx:

We write to express our concerns about the current safety regulations for transporting crude oil by rail raised by the rapid escalation of the transport of crude oil by rail through our region. Last December, 400,000 gallons of crude were spilled in a derailment near Casselton, North Dakota. In July, a derailment and explosion in Lac-Mégantic, Quebec resulted in 47 deaths and incredible destruction. These are just two of a growing number of high profile derailments that illustrate the risks to public safety and the environment unless safety standards are increased. We commend the new voluntary operating initiative announced last week by the Department of Transportation (DOT) and the Association of American Railroads (AAR) and believe it represents a good first step; however, we believe additional formalized regulations are needed. Therefore, we urge you to take action to better align safety standards to reduce the risk associated with this crude oil transport.

According to the Energy Information Administration, the Bakken formation in North Dakota has been producing more than 1 million barrels of oil per day since December 2013. This production has increased dramatically in recent years and can be expected to continue to grow. This oil boom has led to an exponential increase in the amount of crude oil transported by railway throughout North America from approximately 11,000 carloads in 2009 to over 400,000 in 2013. Furthermore, there are questions about unique safety challenges posed by Bakken crude. The derailments from 2013 prompted the Pipeline and Hazardous Materials Safety Administration (PHMSA) to issue a safety alert on January 2, 2014, noting, "Crude oil being transported from the Bakken region may be more flammable than traditional heavy crude oil." The growth in shipments of crude by rail in such a short time period, an essentially nonexistent industry five years ago, has made it clear that our safety regulations must be reassessed.

This issue affects every region of the nation, including New York's Hudson and Mohawk River Valleys and the North Country. Private industry is making significant investments in rail

infrastructure throughout the Capital Region, the Port of Albany, and lower Hudson Valley to increase the region's capacity to handle additional crude shipments. The Port of Albany in particular has become a major hub for transporting crude, with the capacity to handle 120 carloads every day, or over 40,000 carloads annually. This oil then passes through the Hudson Valley region, bound for refineries in the Northeast and Canada by rail, ship, and barge.

In light of these developments, we strongly support and encourage you to move forward in adopting the recent National Transportation Safety Board's (NTSB) recommendations to the Federal Railroad Administration (FRA)¹ and PHMSA.² These include: expanding hazardous materials route planning and selection requirements and requiring rerouting to avoid densely populated and environmentally sensitive areas when possible; requiring response plans for rail carriers to ensure that adequate provisions are in place to respond to worst-case discharge scenarios; and ensuring shippers and rail carriers are testing and classifying their shipments appropriately.

There is reason to believe that improper classification of Bakken crude shipments is systemic, as evident by DOT's recent "Operation Classification" inspections, which found 11 of 18 samples taken from trains transporting crude oil were not assigned to the correct Packing Group. As you know, proper classification is essential for safe handling and effective emergency response.

In addition to improved routing, emergency planning, and hazardous materials classification, it is necessary that tank car safety standards are increased for new and existing cars. It is well known that only 14,000 of 92,000 DOT-111 tank cars are currently built to the latest industry standards. The remaining 78,000 have demonstrated that they are prone to splitting open during derailments. Last month, Wendy Tadros, Chairwoman of the Transportation Safety Board of Canada, was quoted by the *New York Times* as stating, "Clearly based on the science in Lac-Mégantic, these materials should not be carried in class 111 tank cars."³

Increased tank car standards were suggested in NTSB's March 2012 recommendations to PHMSA.⁴ These recommendations were recently considered as part of a PHMSA Advanced Notice of Proposed Rule Making, and AAR has publicly stated its support for tank cars being built to a higher standard. We urge you to move forward expeditiously to adopt regulations to

¹ National Transportation Safety Board. Safety Recommendation to Joseph C. Szabo, Administrator, Federal Railroad Administration, Washington, DC; R-14-001 through R-14-003; January, 23, 2014. 12pp. <http://www.nts.gov/doclib/recletters/2014/R-14-001-003.pdf>

² National Transportation Safety Board. Safety Recommendation to Cynthia L. Quarterman, Administrator, Pipeline and Hazardous Materials Safety Administration, Washington, DC; R-14-004 through R-14-006; January 21, 2014. 15pp. <http://www.nts.gov/doclib/recletters/2014/R-14-004-006.pdf>

³ Mouawad, Jad and Ian Austen. "U.S. and Canada Urge New Safety Rules for Crude Oil Rail Shipments." *The New York Times*. January 23, 2014. http://www.nytimes.com/2014/01/24/business/us-and-canada-urge-new-safety-rules-for-crude-oil-rail-shipments.html?_r=0

⁴ National Transportation Safety Board. Safety Recommendation to Cynthia L. Quarterman, Administrator, Pipeline and Hazardous Materials Safety Administration, Washington, DC; R-12-005 through R-12-008 and R-07-004 reiterated; March 2, 2012. 13pp. <http://www.nts.gov/doclib/recletters/2012/R-12-005-008.pdf>

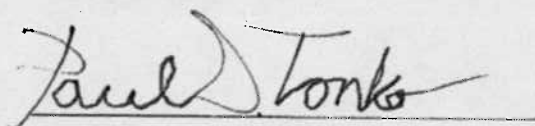
require all new tank cars be built to this higher standard. Similarly, it is important that all existing cars are retrofitted to this higher standard or phased out as quickly as possible.

In addition to these recommendations, we believe it is imperative that first responders and local offices of emergency management have accurate and immediate information on the contents of hazardous materials moving through our communities. We encourage you to implement the regulatory change recommended by NTSB in April 2007 to require that railroads provide emergency responders accurate, real-time information regarding the identity and location of hazardous materials.⁵ Improved information sharing will help ensure that appropriate emergency response plans are in place to enable responders to react swiftly and safely in the event of an accident. This information is not only critical for public safety and environmental protection but also important for our first responders' safety when responding to an incident.

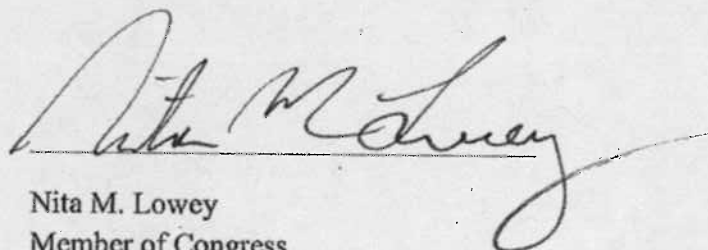
The communities we represent throughout the Hudson and Mohawk River Valleys have made extraordinary contributions to our nation's heritage, and people in our region have come to appreciate the importance of environmental stewardship. They place a very high value on our historic waterways. While there are clear benefits to increased commerce in our region, we are sure you would agree it cannot come at the expense of public safety and environmental preservation. Therefore we respectfully urge you to move forward aggressively with the appropriate administrative steps necessary to improve rail safety and crude oil transportation.

Thank you for your consideration and prompt attention to our request.

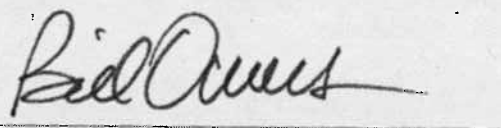
Sincerely,



Paul D. Tonko
Member of Congress

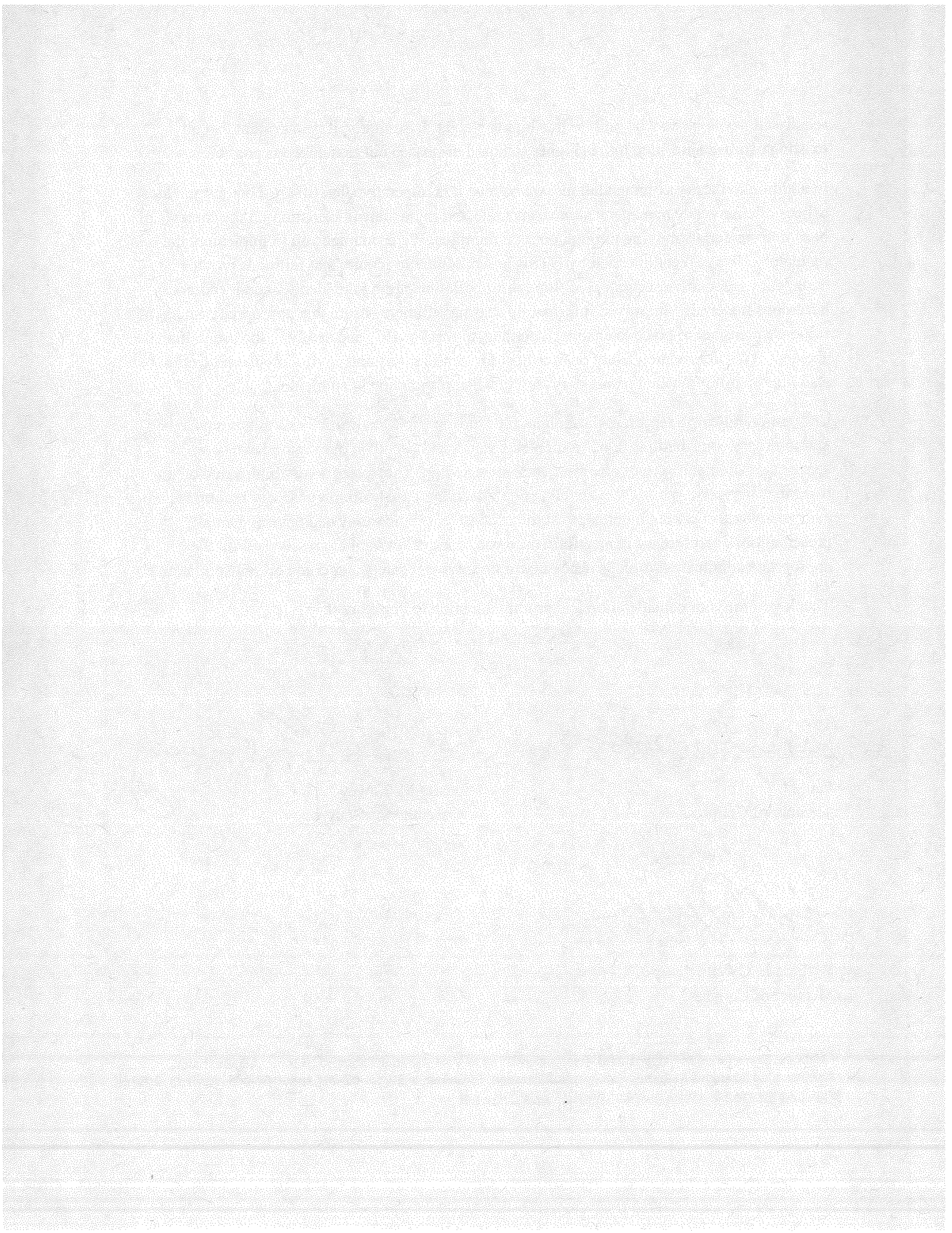


Nita M. Lowey
Member of Congress



William L. Owens
Member of Congress

⁵ National Transportation Safety Board. Recommendation to Vice Admiral Thomas J. Barrett, Administrator Pipeline and Hazardous Materials Safety Administration, Washington, DC; R-07-004 and R-07-005; April 25, 2007. 9pp. http://www.nts.gov/doclib/recletters/2007/R07_4_5.pdf



ANDREW M. CUOMO
GOVERNOR



STATE OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
ALBANY, NEW YORK 12233-1010

JOE MARTENS
COMMISSIONER

March 24, 2014

Gina McCarthy, Administrator
United States Environmental Protection Agency
1200 Pennsylvania Ave., NW
Washington, DC 20460

Dear Ms. McCarthy:

I write to ask that the Environmental Protection Agency ("EPA") partner with the State of New York to protect public safety, public health and the environment from the risks posed by the transport of crude oil in New York. This would expand upon our existing successful partnerships with other federal agencies in this area of growing concern. While the State licenses Major Oil Storage Facilities handling crude oil in New York, EPA also has extensive and specific responsibilities under federal law.

Under Governor Cuomo's Executive Order 125, the State is reviewing efforts at all levels of government to prevent and respond to crude oil spills. In that review, we have determined that immediate action by EPA is needed to (1) update and expand the existing Inland Area Contingency Plan (IACP) for New York to reflect current conditions in sensitive environmental areas and (2) assist in the development of General Response Plans (GRPs) in critical locations across the State.

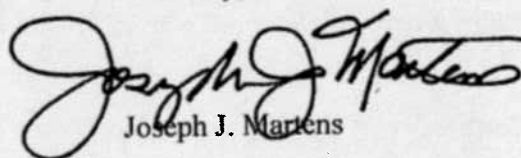
Under the Oil Pollution Act of 1990 and the National Oil and Hazardous Substances Pollution Contingency Plan (NCP), 40 CFR Part 300, EPA is responsible for creating and maintaining IACPs to enhance preparedness for oil spills in inland areas throughout the United States. EPA is also required to take the lead in developing GRPs for resources which may be especially sensitive to the risk of oil spills. In these identified areas, GRPs expand upon IACPs by outlining specific action plans and strategies to protect these resources.

EPA needs to expedite its efforts to update the comprehensive New York IACP, which is long overdue. The most recent version is decades old. Likewise, Area Contingency Plans that exist for the coastal areas of New York need to be revised to account for the increased risks associated with the rise in crude oil transported through the State. Environmental Sensitivity Index (ESI) maps need to be updated for the Hudson River Estuary as well as the areas of the Eastern Great Lakes potentially affected by the transportation of crude oil. EPA should also partner with New York to create GRPs throughout the state to address risks to specific critical areas.

In addition, we call upon EPA to work to obtain the maximum effort from its sister federal agencies with responsibility over the transport of crude oil, including the U.S. Department of Transportation, the Federal Railway Administration, the National Oceanographic and Atmospheric Administration, the U.S. Coast Guard, and all other federal agencies that can assist in this endeavor.

DEC looks forward to working cooperatively with EPA on these important issues and addressing these vital areas.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joseph J. Martens". The signature is fluid and cursive, with the first name "Joseph" and last name "Martens" clearly distinguishable.

Joseph J. Martens

Hickey, Maureen

From: Mitchell, Ken
Sent: Friday, March 21, 2014 10:31 AM
To: Atkinson, Emily
Cc: Browne, Cynthia; Beverly, Brenda; Banister, Beverly; Cover, Becky; Meiburg, Stan; Jenkins, Brandi; Mitchell, Ken
Subject: ATTENTION: Agenda for RA/Janet McCabe call next Tuesday

Emily....below is the email to send to the RAs today, if possible. Thanks. The recipients are (please cc me):

Curt Spalding
Judith Enck
Shawn Garvin
Heather McTeer Toney
Susan Hedman
Ron Curry
Karl Brooks
Shaun McGrath
Jared Blumenfeld
Dennis McLerran
Janet McCabe

Kenneth L. Mitchell, Ph.D. | OAR Lead Region Coordinator |
U.S. Environmental Protection Agency | 61 Forsyth Street, SW | Atlanta, GA 30303
Voice: 404-562-9065 | Fax: 404-562-9066 | Email: mitchell.ken@epa.gov
Healthier Families, Cleaner Communities, A Stronger America
<http://r4intranet.epa.gov/air/AirLeadRegion/index.htm>

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Regional Administrators:

Please find below the agenda for next Tuesday's call between Janet McCabe and the RAs. Note that even though you had a quick call with Janet on March 5 to discuss the upcoming §111(d) proposal, that topic remains on this agenda in case you would like to discuss this further. Also note:

1. The first part of the call will be attended by Janet, the RAs, and any additional staff you want to invite. The call-in number for this first part of the meeting is 866-299-3188, code = 202-564-0002.
2. The second (**politicals only**) part of the call will use a different call in number. That number is 866-299-3188, code = 202-564-7403.

Please let me know if you have any questions.

Emily Atkinson/Staff Assistant to Janet McCabe
202-564-1850

**Regional Administrators and OAR Acting AA Janet McCabe
Quarterly Update Conference Call**

Chair: Heather McTeer Toney
Call-in Number: 866-299-3188
Code: 202-564-0002

(Politicals-only discussion call-in number will be emailed separately to RAs and Janet McCabe)

Date: Tuesday, March 25, 2014
Time: 1:00 to 2:00 pm Eastern

Agenda (as of 3/21/14)

1. **Welcome and Roll Call:** Heather McTeer Toney (5 min)
2. **Topics for Discussion –**
 - a. **Follow-up Discussion on Existing Power Plant Rule:** Janet McCabe (5 min)
 - b. **Update on Tier 3:** Janet McCabe (10 min)
 - c. **Methane Emissions from Hydrofracking:** Judith Enck (10 min)
3. **Wrap Up:** Heather McTeer Toney
4. **Politicals-only Discussion**

NY/NJ Regional Response Team - Spring 2014 Meeting

Leo W. O'Brien Federal Building - 8th Floor Conference Room
1 Clinton Avenue, Albany, NY 12207 – April 9-10, 2014
DRAFT AGENDA (3/7/2014)

Wednesday, 9 April 2014

0830	Registration	8th Floor Conference Room
0900	Welcome and Introductions	Mr. Joe Martens, Commissioner, NYSDEC Mr. Joseph Boudrow, USCG Mr. Eric Mosher, EPA
0915	Administrative Remarks by RRT-2 Coordinators	LCDR Allison Cox, USCG Mr. Steve Touw, EPA
0930	Effective Chemical Risk Management Project (ECRM2)	Mr. Eric Mosher, EPA
1000	State Agency Reports	1) NY 2) NJ
1030	BREAK	
1045	Bakken Oil Show & Tell	Mr. Ed Levine, NOAA
1115	NY Governor's Executive Order	Mr. Andrew English, NYSDEC
1145	LUNCH	LUNCH
1245	Increased Crude Transport in the Upper Hudson: <ul style="list-style-type: none">• Rail Shipments• Terminal Operations• Regulatory Activity• Planning and Preparedness	Under development
1330	Regional Response Inventory Update	Mr. Evan Adams, USCG
1400	OSRO Capabilities – Panel Discussion	National Response Corporation Miller Environmental Group Clean Harbors Cooperative Others TBA
1500	BREAK	BREAK
1530	New Windsor Drill	Mr. Dennis Farrar, NYSDEC
1545	Maritime Transportation System Recovery, and Hurricane Sandy Lessons Learned	Mr. Dave Waldrup, USCG

NYNJ Regional Response Team - Spring 2014 Meeting

Leo W. O'Brien Federal Building - 8th Floor Conference Room
 1 Clinton Avenue, Albany, NY 12207 - April 9-10, 2014
 DRAFT AGENDA (3/7/2014)

Wednesday, 9 April 2014

10:30	Registration	8th Floor Conference Room
11:00	Response and Information	Mr. Andrew English, NYS DEC Mr. Evan Adams, USCG Mr. John M. Kelly, NYS DEC Mr. John M. Kelly, NYS DEC
11:15	Administrative Remarks by RRTS Chairperson	Mr. John M. Kelly, NYS DEC
11:30	Executive Remarks by Governor's Representative	Mr. John M. Kelly, NYS DEC
11:45	State Agency Reports	(1) NY (2) NJ
12:00	Break	
12:15	Break	
12:30	Break	
12:45	Break	
13:00	Regional Response Inventory Update	Mr. Evan Adams, USCG
13:15	Regional Response Inventory Update	Mr. Evan Adams, USCG
13:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
13:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
14:00	Regional Response Inventory Update	Mr. Evan Adams, USCG
14:15	Regional Response Inventory Update	Mr. Evan Adams, USCG
14:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
14:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
15:00	Regional Response Inventory Update	Mr. Evan Adams, USCG
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15:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
15:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
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16:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
16:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
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17:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
18:00	Regional Response Inventory Update	Mr. Evan Adams, USCG
18:15	Regional Response Inventory Update	Mr. Evan Adams, USCG
18:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
18:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
19:00	Regional Response Inventory Update	Mr. Evan Adams, USCG
19:15	Regional Response Inventory Update	Mr. Evan Adams, USCG
19:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
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22:00	Regional Response Inventory Update	Mr. Evan Adams, USCG
22:15	Regional Response Inventory Update	Mr. Evan Adams, USCG
22:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
22:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
23:00	Regional Response Inventory Update	Mr. Evan Adams, USCG
23:15	Regional Response Inventory Update	Mr. Evan Adams, USCG
23:30	Regional Response Inventory Update	Mr. Evan Adams, USCG
23:45	Regional Response Inventory Update	Mr. Evan Adams, USCG
24:00	Regional Response Inventory Update	Mr. Evan Adams, USCG

1615	Adjourn Day 1	Coordinators
1630	Management Committee Executive Session	Co-Chairs, Coordinators, DOI, NOAA, Sectors

Thursday, 10 April 2014

0830	Reserved, TBA	
0900	NOAA SSC Report	Mr. Ed Levine, NOAA
0930	NYS Health Department: Health Decision Matrix & Large Spill Relocation (Tentative)	TBD
1000	USCG FOSC/Area Committee Reports	1) Sector NY
		2) Sector Delaware Bay
		3) Sector Buffalo
		4) Sector Long Island Sound
1030	BREAK	
1045	Reserved, TBA	TBD
1115	ESA Consultation Requirements in ACPs	Mr. Ed Levine, NOAA Mr. Steve Touw, EPA
1215	LUNCH	
1315	Dispersant and In Situ Burning MOU Overview, Revisions Needed	Mr. Ed Levine, NOAA Mr. Steve Touw, EPA Mr. Andrew Raddant, DOI Mr. Rick Vollick, DOI
1415	Update on NRT Activities & Initiatives/RRT2 documents under development	Coordinators
1445	Federal Agency Reports	Roundtable
1515	Action Item Review, Closing Comments and Adjourn	Co-Chairs, Coordinators

Feb 19

60 days to go.

Thursday, 10 April 2014

10:00	Reserve Day	NOAA 2014
10:15	NOAA 2014	NOAA 2014
10:30	NOAA 2014	NOAA 2014
10:45	NOAA 2014	NOAA 2014
11:00	NOAA 2014	NOAA 2014
11:15	NOAA 2014	NOAA 2014
11:30	NOAA 2014	NOAA 2014
11:45	NOAA 2014	NOAA 2014
12:00	NOAA 2014	NOAA 2014
12:15	NOAA 2014	NOAA 2014
12:30	NOAA 2014	NOAA 2014
12:45	NOAA 2014	NOAA 2014
13:00	NOAA 2014	NOAA 2014
13:15	NOAA 2014	NOAA 2014
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13:45	NOAA 2014	NOAA 2014
14:00	NOAA 2014	NOAA 2014
14:15	NOAA 2014	NOAA 2014
14:30	NOAA 2014	NOAA 2014
14:45	NOAA 2014	NOAA 2014
15:00	NOAA 2014	NOAA 2014
15:15	NOAA 2014	NOAA 2014
15:30	NOAA 2014	NOAA 2014
15:45	NOAA 2014	NOAA 2014
16:00	NOAA 2014	NOAA 2014
16:15	NOAA 2014	NOAA 2014
16:30	NOAA 2014	NOAA 2014
16:45	NOAA 2014	NOAA 2014
17:00	NOAA 2014	NOAA 2014
17:15	NOAA 2014	NOAA 2014
17:30	NOAA 2014	NOAA 2014
17:45	NOAA 2014	NOAA 2014
18:00	NOAA 2014	NOAA 2014
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19:00	NOAA 2014	NOAA 2014
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22:45	NOAA 2014	NOAA 2014
23:00	NOAA 2014	NOAA 2014
23:15	NOAA 2014	NOAA 2014
23:30	NOAA 2014	NOAA 2014
23:45	NOAA 2014	NOAA 2014
24:00	NOAA 2014	NOAA 2014

Enck, Judith

From: Mugdan, Walter
Sent: Wednesday, March 26, 2014 12:57 PM
To: Enck, Judith
Cc: Mosher, Eric; Pavlou, George; Plevin, Lisa
Subject: Oil Transportation Issues

Copied below are excerpts from an email exchange among Larry Stanton, head of OSWER's Office of Emergency Management in HQ; Tim Butters is with PHMSA (Pipeline and Hazardous Materials Safety Administration); and Eric Mosher. (Reps from Regions 5, 7 and 8 are also included on the email address lists.) These emails are the next steps we discussed on the call with Mathy yesterday.

>>>>>>>>>>>>

From: Mosher, Eric

... I was talking with TSA and PHMSA, during an EO Pilot meeting, yesterday on the rail issues within the region and we expect to have the FRA, PHMSA, the major rail companies serving the NY/NJ area with us at our next RRT meeting in Albany, NY on Apr 9-10 to continue the discussion.

I am focusing our discussions only on regional concerns...it would be great to have a call to further discuss the larger national issues we touched upon last week at the NRT/RRT meeting. Those significant issues involving the DOT agencies that are specific to rail needed to be resolved nationally for everyone. ...

[illegible]

From: Stanton, Larry

I have started the ball rolling on talking to DOT. ... I would suggest that our next best step would be to schedule some time for us to talk about what we want out of this engagement, and what strategy we might use to get it. I would also hope that we can make sure regional issues and concerns are fully and completely understood, and remain front-and-center of this effort.

If we agree, I will ask Tito to start the process of setting up a conference call and agenda. I am of course open to other recommendations.

I have attached the first reaction from DOT below. Looks promising. On background, I have known Tim for many years – more than I care to think about. He was with Chemtrec for quite some time prior to entering government.

>>>>>>>>>>>>

From: tim.butters@dot.gov [mailto:tim.butters@dot.gov]

... There are a number of issues on both the hazmat and pipeline side that we should discuss, related to rulemaking as well as program activities, including our HM ACCESS (electronic hazmat shipping paper project) and the others you mentioned. We recently reviewed our MOU's that we had on the books with EPA and determined some needed to be updated.

I will talk with our folks here and pull together a starting list of issues for discussion and then follow up with you to formulate an agenda and who should be at the table.

[illegible]

From: Stanton, Larry [mailto:Stanton.Larry@epa.gov]

EPA is very interested in discussing possible DOT (or EPA, for that matter) rule-making or alternatives to rule-making that might address our areas of concern. Our focus is on several areas we discussed last week, specifically real-time package/location reporting for first responders, trans-loading, and response planning requirements. We are also very happy to discuss anything DOT might be interested in.

I realize this range of interests probably involves FRA as well as PHMSA. I would request that you consider who we might need to include in our discussions. I will do the same for both EPA and the NRT.

Please let me know when you or your designee might be available for a first meeting.